

AMERICAN MARINE NEWS

Vol. 12 No. 1

MC(P) NO. 26/6/82



EDITOR'S NOTE

The **American Marine News** is your magazine. We publish the **News** for people who own and people who may be interested in Grand Banks. We do our best each issue to make the **News** interesting for the reader. We need your help to do so. A good number of owners have submitted material, and, whether it be pictures for the Beachcombing section, an article describing a recent cruise, or technical questions that appear in the Communique column, we thank those people for their support. When you take your next cruise, bring your camera and take a few notes along the way. We have found your story may make interesting reading for people like you — people with an interest in Grand Banks.

**Published three times annually by:
AMERICAN MARINE (S) PTE. LTD.**

26 Jalan Terusan, Singapore 2261 Tel. 2650511. Cable: AMMARSING.
Telex: AMSING RS21294

**U.S. Editorial Offices:
GRAND BANKS YACHTS LTD.**

270 Greenwich Avenue, Greenwich, Connecticut 06830. (203) 869-9274.
Telex: DA DE GRC 996353

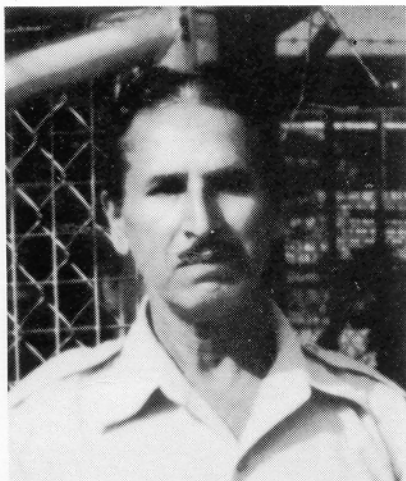
CONTENTS

New Developments	1
Beachcombing	2
Service	6
California Cruises	8
Communique	10
The Lazarette	17



Cover: Solo, GB49-2, outbound in the Florida Keys. This photo was supplied by her owner, Mr Tom Wright of Merritt Island, Florida.

PROFILE *Fazal Dad*



Anyone who has visited American Marine in Singapore cannot fail but to remember the courteous but invincible figure of Fazal Dad — our Chief of Security. Fazal lives at the yard and he has been its dedicated guardian since the gates were first opened for business in 1968. Except to visit his family in Pakistan every three years, Fazal does not roam far afield these days but in the past it was a different story.

In 1940, along with 60 others, Fazal joined the British army at Peshawar. He fought at El Alamein under General Montgomery and, after the defeat of Rommel, he was sent to London to take part in a parade celebrating the North African victory. He then returned to the Mediterranean and, after landing on the west coast of Italy, took part in the battle at Monte Casino. He was later sent to Greece and then Madras before being landed in Singapore just one week after the surrender of the occupying Japanese forces. Out of the group that joined up with him at the start of the war only Fazal and one other survived to enjoy the peace that followed.

In 1946 he joined the Singapore Police and was a member of the force during the turbulent years when Singapore made the troublesome transition from a colony to a much admired Republic. In today's well-ordered society it is hard for us to visualise but Fazal well remembers the violent strikes and street battles of those times.

Fortunately, today's hazards are less dramatic. Nonetheless troubles are always lying in wait for the unprepared and all of us sleep more soundly at night secure in the knowledge that Fazal and his team of security guards are at their posts.

NEW DEVELOPMENT



Despite its husky Pacific Coast appearance, the latest addition to the range is without doubt every inch a Grand Banks and offers an alternative layout to those whose style of boating demands different priorities than can be provided by the 49 Classic.

The most obvious feature is the spacious salon opening out onto a covered deck aft. The large windows, protected from the sun and rain by generous overhangs, contribute to the bright and airy feeling.

The U-shaped galley, located at the forward end of the salon, is fully equipped with double sink, cooker, combination washer dryer and huge double-door refrigerator. Provision can be made for an optional eutectic system.

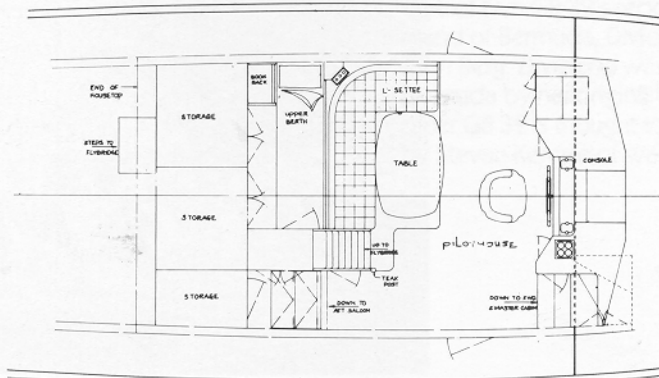
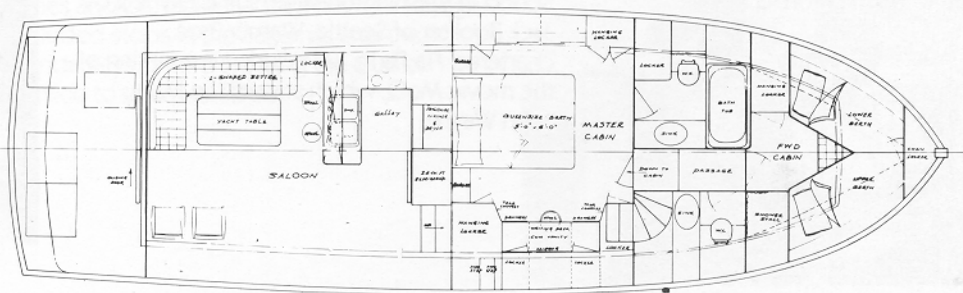
Steps lead up to the pilothouse which could, justifiably be referred to as the bridge. Here is ample room for all the equipment that might be required. A full width overboard electronics locker is standard as is a helmsman's seat, L-settee and table. A pilot berth is provided aft of the settee and a ladder gives quick and easy access to the flying bridge.

A curved staircase leads down to the accommodation which can be offered with either two or three staterooms. In each case the owners stateroom, located directly under the pilothouse, comes with a full queen-sized bed and private head. A second head and shower is provided for guests. All the interior accommodations are enriched by the tasteful use of carefully detailed teak which is the hallmark of every Grand Banks.

Tankage is the same as the GB49 Classic and the engine room, is very roomy and provides easy access to the engines and other equipment. The standard generator is the 15KW Onan and standard power is twin Ford Lehman 2715E diesels rated at 120 horsepower each.

On deck the exterior surfaces are fully decked in selected teak and this includes the immense flybridge and upper deck area from which a second ladder gives access to the aft deck.

Stainless steel handrailings, wide walk-around decks, sturdy teak handrails on bronze stanchions make her a secure boat that is ideal for the extended cruise. The prototype is expected to begin sea trials by end March 1983. At the time of writing, three vessels have been ordered for delivery in April, May and August respectively. More information on the Pilothouse 49 is available from any of the 27 Grand Banks dealers around the world.



BEACHCOMBING

GB 42-737 MY

Natryna

Portsmouth, England

Mr. Nick Doggett took this photo of his new GB 42 Motor Yacht shortly after taking delivery from North Sea Marine in Belgium. The Doggetts spent three weeks cruising the inland waters of Holland before cruising back to the UK.



GB 32-549

Seeadler

Sydney, Australia



The Lane Cove River in Sydney is the home port of *Seeadler* owned by Mr. Gordon Glencross. *Seeadler* was also the name of a clipper ship captured by the Germans and converted to a warship under the command of Count Felix von Luckner during World War I. Mr. Glencross visited our factory in Singapore not too long ago.

GB 42-333E

Fia Fia

Seattle, Washington, U.S.A.

Fia Fia is the last of the wooden GB 42 Europas produced in 1973. Shown anchored in Jerrells Cove on upper Puget Sound in Washington state, she is owned by Jack Bookter of Seattle. Warner Bros. chartered *Fia Fia* in 1974 during the filming of the movie *McQ*, which starred the Duke, John Wayne.



GB 32-512

Seadrift

North Manly, Australia



Bev and George Steele and 14 others celebrated the 50th birthday of the Sydney Harbour Bridge last March in Australia. Over 300 boats took part in the festivities.

GB 49-3
Alces of Javia

Barcelona, Spain

While on their maiden voyage from Fiumicino, Italy to Barcelona, Mr. and Mrs. Gregoria de Haro made St. Tropez one of their ports of call. *Alces of Javia*, the first GB 49 delivered in Europe, is powered by twin Caterpillar 3208's. She was originally delivered to Venturi Yachts and sold through Yates de Jacobo in Barcelona.



GB 49-28
Our Toy

Wilmington, Delaware, U.S.A.



Commissioned late last summer, *Our Toy* is owned by Mr. Gil Haroche. She features custom canvas work and a roller furlong steadying sail developed by McSorley Sailmakers of Bedford, New York. *Our Toy* appeared in the Norwalk and Annapolis Boat Shows last fall before heading to Florida for the winter months.

GB 42-805E
Janet K

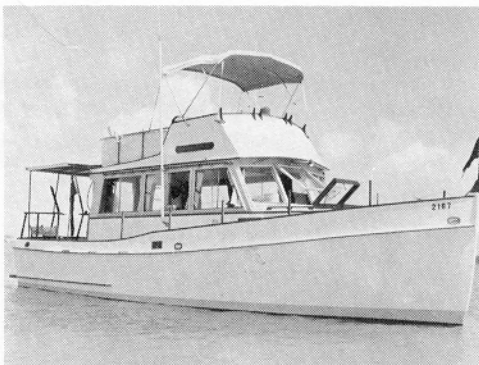
Corpus Christi, Texas U.S.A.

Dr. Jack Henry and wife Janet pause in Ft. Lauderdale, Florida shortly before taking delivery of their new GB 42 Europa from Hal Jones and Co. last July. Their maiden voyage included stops in the Bahamas and the Florida Keys before crossing the Gulf of Mexico to return to Texas.



GB 32-31
Dividend

Hamilton, Bermuda



One of two GB 32's reported to be on the island of Bermuda, *Dividend* is owned by John Berg. *Dividend* was brought to Bermuda by her original owner in 1967. The other GB 32 is thought to be 32-169, owned by Steven Kempe of Warwick.

DEALER NEWS

New Dealer

Trident Boats of Vancouver B.C. has been appointed the Western Canadian Grand Banks dealer. W.A. (Al) Hicks, President of the company, feels that the addition of this fine line of yachts will complement their Tollycraft line of power cruisers and provide an alternative cruiser to their many sailboat customers.

Trident Boats is located in the New Maritime market on Granville Island in the centre of downtown Vancouver, B.C. Canada.

Their complete service facilities will be of great benefit to present and future Grand Banks owners. For further information contact **Trident Boat Sales Ltd.** or **Tri-Shore Yacht and Shipbroker Ltd.** #100 1676 Duranleau Street, Granville Island, Vancouver, B.C. Canada, V6H 3S4. Phone (604) 684-6425.

Norway

West Marine of Bergen has been appointed a Grand Banks dealer in Norway. The owner, Bengt A. Akselsen, is optimistic about introducing the Grand Banks to the growing boating market in his country. At the recent Oslo Boat Show, West Marine displayed a Grand Banks 32. Being the only trawler in the show, she attracted quite a bit of attention. Mr. Akselsen invites European GB owners to cruise the "afjordable" Norwegian waters.

West Marine, Skuteviksboder 25, 5035 Sandviken-Bergen, Norway. Phone 05/31 25 25.

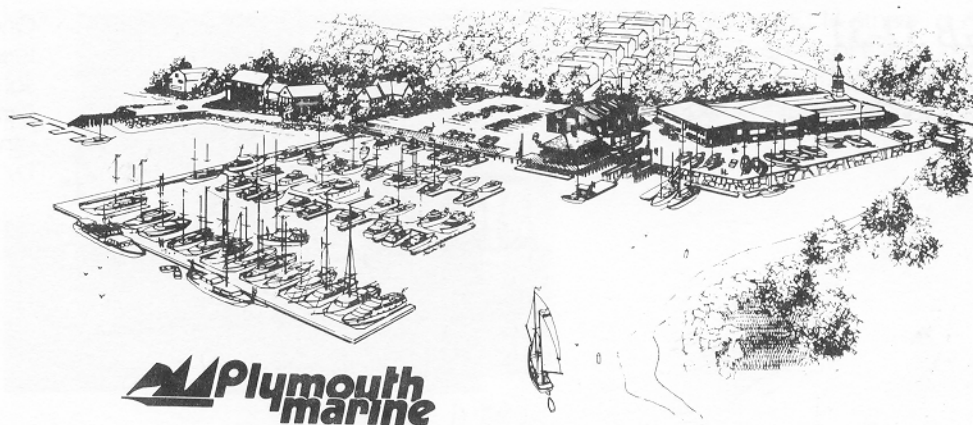


Massachusetts, U.S.A.

Plymouth Marine, located in historic Plymouth, Massachusetts, was recently appointed the Grand Banks dealer for Northern New England. Plymouth is located halfway between The Cape Cod Canal and Boston Harbor, and the marina itself is right next to Plymouth Rock and the historic MAYFLOWER. Shopping centers, restaurants and other historic exhibits are within walking distance, and car rentals are available on the premises.

Plymouth Marine is a full service marina. A recent expansion program added 90 slips with top notch electrical service including phones and cable-T.V. On shore service facilities include a 60 ton (capacity) and 30 ton Travelift, a 10 ton crane, a 3 ton hoist and a 50 boat storage rack. Their fully trained staff services everything from air-conditioning to rigging and provides manufacturers warranty service for many kinds of marine equipment.

Plymouth Marine is an ideal stopover for Grand Banks owners heading up to do some Down East cruising in Maine. Boston is just 40 minutes away and public transportation is available. The staff of Plymouth Marine welcomes all GB owners cruising New England to stop by and enjoy some Yankee hospitality. **Plymouth Marine**, 14 Union Street, Plymouth, Massachusetts 02360. Phone (617) 746-4500.



Greece

The Grand Banks 42 Motor Yacht *Thalatta* is shown being offloaded from the deck of a freighter in Greece in late 1982. Ekka S.A., the Grand Banks dealer in Athens, reports all went well and that this is now the eighth GB in Greek waters.

Greece is an ideal place for cruising on a GB. There are more than 2,000 islands in Greek waters, and many are deserted. The yachting season stretches from May through October.

George Kyriazakos and wife Marilee welcome GB owners to visit Greece and will provide information and help to any owners that may need it. **Ekka S.A.**, 60 Athenon Avenue, Athens 208, Greece. Phone 5243363/5.



Belgium

North Sea Marine of Oostende held their 3rd "Rendez-vous Grand Banks" the last weekend in August this past summer. Great weather and international friendship highlighted the get together which attracted 18 Grand Banks. Owners from Holland, France, England and Belgium enjoyed cocktails, dancing and a mussel dinner on Saturday night.

For 1983 NSM is inviting all Grand Banks owners from "any country or nationality" to participate in their Rendez-vous. For further information contact Jean Colin. **North Sea Marine**, Nieuwewerfkaai 5, 8400 Oostende, Belgium. Phone 059/32 06 88.



England

The world's newest Grand Banks dealer is Boat Showrooms of London. Operating from three locations in the U.K., Boat Showrooms will provide Grand Banks owners and buyers with over 20 years experience in the English marine market.

For further information contact one of the three offices listed here.

Head Office
288-290 Kensington High
Street
London W148PA
Phone 01-602 0123

Hamble River Boatyard
Bridge Road
Swanwick
Southampton SO37EB
Phone (04895) 6455

Port Hamble Marina
Hamble
Hants
Phone (0703) 455633

SERVICE

Engine Problems? Analyze Your Diesel Exhaust

Diesel power is in the engine room of every Grand Banks.

The importance of a properly maintained engine is no secret to a cruising man or woman. A consistent maintenance program is essential to physical and mental cruising pleasure.

But what about in between the set hours of general maintenance? How can an owner be sure his engine isn't getting ready to surprise him? One method is to analyze the diesel exhaust smoke.

A qualified mechanic can, by analyzing the exhaust smoke of a diesel engine, quickly evaluate the engine's performance and determine potential sources of trouble. Diesel exhaust smoke may be divided into three major groups: 1) liquid or cold exhaust smoke, which can range from grey to white, 2) hot or dense exhaust smoke which can range from 20 to 100 percent density and 3) blue exhaust smoke.

LIQUID EXHAUST SMOKE

When an engine at operating temperature emits grey to white exhaust smoke, this indicates that part of the fuel in the combustion chamber has not been ignited. This may be caused by low compression as a result of broken piston rings or lands, leaking valves, or misadjusted valves. To determine the cause, check cylinder pressure, blow-by, and valve adjustment. If the engine is misfiring, check the injector and/or injector nozzles. There may be a leaking fuel nozzle, the opening pressure may be low, or the orifices may be enlarged. The injection timing may be late or the injectors may be misadjusted. Grey or white exhaust smoke also results from too low a fuel cetane rating, or from an excessive coolant leak into the combustion chamber.

HOT OR DENSE EXHAUST SMOKE

Hot (dense) exhaust smoke indicates that the injected fuel has not burned completely. This may be due to reduced air in the cylinders or from over fueling.

Never guess the density of the exhaust smoke. Measure it with a smokemeter or compare it with a smoke scale.

The smoke scale is divided into five groups ranging from 20 to 100 percent in density and is consistent with the Hartridge smokemeter scale. Although 40 percent density is permissible, it is near the upper range of the acceptable limit of emission control standards. If the exhaust becomes denser than 40 percent, check the intake system for restriction and check the exhaust system for excessive back pressure. Check the turbocharger or blower boost pressure, the valve adjustment, the cylinder compression, and the blow-by. Also check the coolant system and the oil level since both affect engine temperature.

When the excessive exhaust density is due to overfueling or early timing, check one or more of the following:

1. The adjustment of the aneroid or fuel-ratio control.
2. The injector timing, injector adjustment, or injection-pump timing.
3. Check the governor and the adjustment of the fuel control rack.
4. If necessary, check the opening pressure and the spray pattern of the injectors. Poor spray pattern and/or low opening pressure will reduce atomization and cause an increase in exhaust smoke density.

BLUE EXHAUST SMOKE

When the smoke emitted is a mixture of blue and white (occasionally it may be completely blue), it indicates that the engine burns excessive oil.

When the exhaust is bluish, check the crankcase oil and the oil level. The oil may be too light for the ambient temperature or its level may be too high. In either case, excessive oil is thrown onto the cylinder walls and the piston rings cannot control it. Worn main bearings and connecting-rod bearings as well as excessive oil pressure can also cause oil to pass by the piston rings. Check the cylinder compression and blow-by.

Evaluation of engine trouble through the exhaust smoke should never be attempted when the engine is not at operating temperature or when the ambient temperature is below normal. The combustion chamber under these conditions is not hot enough to completely burn all the fuel injected because the time lag is increased. This increased time lag causes late ignition which, depending upon combustion temperature, produces grey to white exhaust smoke.

Our special thanks to Gary Prestegard and Prestegard Industries of Costa Mesa, California for supplying the information for this article. Prestegard Industries is a Ford Lehman distributor and service center.



White smoke? Still — in case of trouble, the stern anchor is conveniently placed!

CALIFORNIA CRUISES



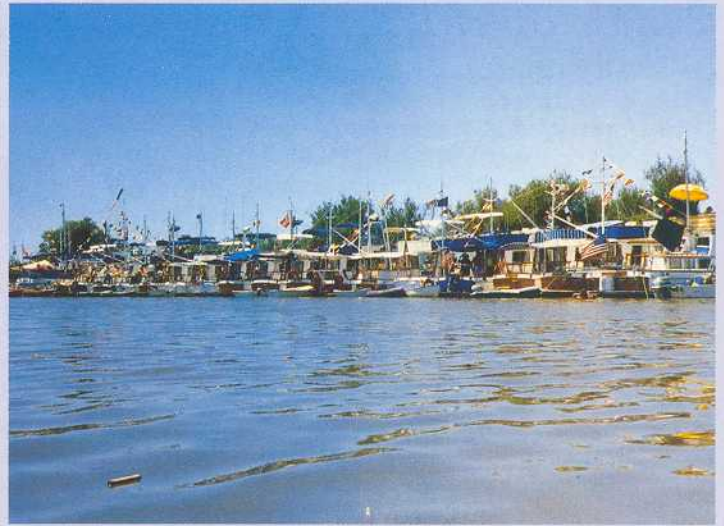
1982 DELTA CRUISE

The 1982 Delta Cruise was blessed with beautiful weather for the annual event. This years "Funday" featured the traditional inflatable race and the always popular balloon race. Laurie and Betty Davison were the recipients of a special award honoring them for their tireless organization and planning of not only the 1982 edition but previous Delta Cruises as well.



Participating in this years cruise for the first time was our San Francisco area Grand Banks Dealer, Yacht Sales International of Alameda. As always, GB owners on the West Coast of the US. can obtain information on the upcoming 1983 Delta Cruise by writing Laurie Davison, 919 Edgecliff Way, Redwood City, California 94062.





1982 Southern California Grand Banks Rendezvous

Catalina Island, a famous destination for Western boat owners, became a magnet for Grand Banks of all sizes one fall weekend last October. Approximately 60 Grand Banks took part in the 1982 Southern California Grand Banks Rendezvous.

Jointly sponsored by American Marine, Shelter Island Yacht Sales of San Diego and Stan Miller Yachts of Long Beach, the event attracted over 180 people of all ages. The hosts for the weekend were Bob Phillips, West Coast Sales Manager for American Marine; Stan Miller, owner of the aforementioned Long Beach Grand Banks dealership; and Bill Roberts, long time GB devotee and President of Shelter Island Yacht Sales.

Weekend activities included sightseeing, horseback riding and the contagious swapping of GB stories. The highlight of the festivities was a Saturday night barbecue for all attendees. To stay up to date on plans for the 1983 Rendezvous, stay in touch with Shelter Island Yacht Sales or Stan Miller Yachts.



COMMUNIQUÉ

I am a proud owner of a GB36 (No. 576) with a single Lehman-Ford engine and have spent many happy hours on our *Marco Polo*, registered in Hong Kong.

When my wife and I decided, four years ago, to opt for a GB36 rather than a GB32, we think we did well. It was to be our first "larger" boat which we would handle ourselves, rather than by a so called "boat boy" which is the rule in Hong Kong where we live. We wanted to obtain sufficient experience, first in handling a boat of modest dimensions, and then "work ourselves up", but when we saw the GB36, we thought that the difference in cost and length justified the decision to go for the four extra feet. We never regretted, on the contrary, we felt sorry for not being courageous enough to have acquired a GB42 straight away because the cost of larger boats has meanwhile increased so much that we cannot afford a "step-up" within the foreseeable future.

We have therefore decided to make the utmost of what we have. We shall keep our GB36 in bristol condition and make as many improvements as we can. We intend to use our boat later in other waters, possibly the Mediterranean. We believe that some improvements — or should we rather say modifications — will give us nearly as much space and comfort as a GB42, at much less cost than the purchase of a new and larger GB. This may not be good news for you but in these times, people like us have to think conservatively, while at the same time trying to enjoy the pleasure of boating.

As far as the interior of our GB36 is concerned, we already had the port side settee removed at your yard before taking delivery, which has made the saloon more spacious.

Over the years we have found that the saloon is still somewhat cramped and intend to have a further modification carried out by a local ship yard. We are rather unhappy with the refrigerator which was at the time standard, namely the AC/DC "household" type. It drains the batteries when on DC, and takes a long time to actually refrigerate, whether on DC or on AC. Besides, the insulating is poor and does not keep food and drinks cool for more than a couple of hours. This type of refrigerator, in our opinion, was never meant to go to sea.

A local boat yard has offered to construct a "holding-plate" type refrigerator which we will have built in, in the forward locker, and we will remove the existing refrigerator and galley hanging locker altogether. This will make the saloon yet more spacious.

At a later stage, when our son who is now studying abroad may not be able to join us during his school holidays, when only two of us will be using the boat most of the time, we intend to convert the forward head into a shower compartment. We find that using the aft shower is a bit messy, despite of curtains, last not least because of so much interior woodwork. The new shower compartment would be lined exclusively with laminates and would have forced ventilation. It would definitely not have any AC outlets! Perhaps this will give you some ideas.

Our next acquisition will be a radar set which will be set into half of the existing chart-table drawer.

We shall also put some side lamps in the interior in lieu of the existing overhead lamps which use a lot of battery power, but do not give the interior a cosy lighting.

Together with carpeting, these changes will make the saloon an even nicer place to stay than already now. When these works are finished, we will let you have some pictures.

As far as these interior alterations are concerned, we can easily imagine that practically every GB owner makes these on a larger or smaller scale and this should not be new to you.

The foregoing is just information, but where we would like to have your opinion, is for a later intended modification of the exterior. Whilst interiors are a matter of taste, exterior modifications need professional advice. What follows may fairly upset you in many ways but please bear with us and we will let you know the reasons and what we intend to do.

A recent engine breakdown — remember we have a single screw — made us think some seriously about alternative sources of power or propulsion, and we would have been glad to have at least a steadying sail which could have helped the wind push us slowly towards land, but we did not have one and we are now thinking not only of installing one steadying sail, but making provisions for carrying a jib which in case of

need could push us more efficiently. To do this affect, we would have to install a second mast (!). Where, is shown on the accompanying picture on which we have superimposed a mast and rigging.

We know that the mere mention of this is likely to give you shudders. Not only will you see a profile of your GB change to such an extent that it will not be recognised anymore, but you may also have arguments against the efficiency and feasibility of the whole set up.

Well, as far as the alteration of profile is concerned, this is a more personal matter, some people like to paint their boat red, others want to have a fake funnel, others remove the mast altogether. We suppose that the owner should have some liberty of choice. As far as we are concerned, we do not think that a second mast would look too bad. On the contrary, we think it gives the boat an appearance of greater sturdiness and provides, besides, also for a lookout (very useful for cruising in waters with coral-reefs and fish-sighting) and allows for the installation of more lights, etc.

Where we do have some genuine doubts is whether a jib attached to this second mast would really be efficient. We do not think that the construction poses great problem. Sufficient steadiness can be provided with the rigging. However, the questions are: Would a boat be steady enough with a jib, in strong winds, would the surface of the jib be large enough to provide enough push, or pull, if you want to be aeronautically correct.

Obviously you get a lot of "impossible" suggestions and questions, and this is only one, but before you write us off, completely, we wonder if you could give us one or two bits of advice.

**Frank and Aina Gut
Hong Kong**

Dear Mr. Gut:

Thank you for your interesting letter. The question of emergency power is one which receives a lot of attention by owners of single-screw boats.

The concept of a second mast does not send shudders down our backs. In fact, we have a GB42 here which already has one installed and it looks very presentable. However in that case it was done purely for cosmetic reasons and I am really not sure how well a GB36 with a jib could be moved

along the lines you suggest. I believe that the best boat might move adequately in a downwind direction but then that may not be the way in which you want to go! It would do no harm to fit the second mast with a jib but it may also not do any good. So far as the rigging of the forward mast is concerned, I do not think that it should be reinforced to the forward end of the deckhouse as shown in your drawing but rather that it has side and back-stays attached to the forward house top. The extended anchor platform would need a bob-stay to tie it down to the stem.

You already have a 6KW generator in your boat and there are a couple of ways in which this can be used to drive the boat in an emergency. One is to mount it over the shaft in such a way that it can be connected by chain or belts to a sprocket or pulleys on the main shaft. The disadvantage with this is that it puts quite a side load on the generator crankshaft bearings. Another method is to drive the main shaft with an electric motor which draws its supply from the generator. However I have not had any personal experience as to size or type of motors or how much it would have to be geared down.

Yet another alternative is to install a small emergency diesel in the lazarette with a shaft passing straight through the transom.

I am currently pursuing the purchase of a wooden hull 32 foot Grand Banks

I have been informed by owners of later models of that boat that the wooden hull models have a problem or flaw in the corners of the transom. It was described to me as a separation in the corner areas along with possible structural weakness and leakage.

I would appreciate any information you could provide about this problem. I would like to know the nature of the problem, its detection, the seriousness of it and the specific corrective measures you, as the manufacturer, recommend.

Your prompt attention to this matter will be greatly appreciated. I am presently considering two specific boats. (Hulls 32-158 and #89) Naturally any information on these particular boats would be especially helpful.

**Joel Lander, D.D.S.
Long Beach, CA, U.S.A.**

Dear Mr. Lander:

The only problem that fits your description was one which arose when a boat was planked very tightly. On some boats the planks swelled across their width and pushed the chines outwards. This was not a general problem but occurred on boats where the planking was an unusually tight fit and the planking was done with wood having a lower than usual moisture content.

The cure is to remove the planks immediately adjacent to the chines, re-tighten the chines by tightening the nuts at the frame gussets, shave down the planks and then re-fit them.

For your interest, GB32-89 was shipped from Hong Kong on May 7th 1968 and 158 from Singapore on August 15th 1969.

Best of luck in your search. When you have made your selection please be sure to let us know so that we can update our records and make sure that you are on the mailing list for the American Marine News.

Tertia III, GB50-44, is now over 9 years old and I have had enormous pleasure from her. Apart from long cruises — Yugoslavia, Greece etc. she is our summer home here and very comfortable.

I now have a problem I hope you can solve. The decks caulking is deteriorating in a number of places. This does not warrant complete re-caulking, a very long and expensive job, but can be "patched" where necessary.

The problem is what material was originally used. Some material here will not bond, at each end of the "patch", with the original caulking. If I knew the type of caulking used or it's chemical structure I am sure I could find a material here which would "bond" satisfactorily. It so happens my part time hand is or was a chemical engineer.

Tertia III has always been greatly admired. Of course there have been problems from time to time to which I am accustomed after over 30 years with yachts, ending as a "retired" marine consultant/engineer. I have made quite certain she has been maintained and where necessary modified, regardless of cost. After 9 years it is fair to say she may well be, generally, in better shape than when new. One serious problem I had was on the A.C. circuits. With some lengthy and progressive testing the fault was found. BUT

not assisted by the junction boxes being clearly marked in Chinese! Believe it or not I heard of a Chinese electrician in Monte-Carlo but we solved it without his assistance! I am sorry to say it was an undetectable original construction fault which had escaped previous circuit testing regularly applied, due to insulation damaged originally but just holding up.

For us, a family of 3, I do not know of any acceptable alternative. After having owned a number of yachts she is the only one I have real sentiment for — and love, I know the old thing through force 9 plus gales etc!

Stanley Tippetts
Monaco

Dear Mr. Tippetts:

We are not chemists so what we can tell you about the deck sealant material must be something of a layman's description especially as we do not know the actual brand of sealant used on your boat. The only description we have is that it was (and still is) a "Thiokol polysulphide, synthetic rubber deck caulking compound". This is a two-part compound that requires the blending of two components before it will set. It should also be used with its special 2-part primer or else it will not adhere to such surfaces as teak. We understand that it is supposed to adhere to existing sealant but perhaps it will not do this when the old sealant has been in place for many years.

We presently purchase sealant from California but this would not be very convenient for you and there is no assurance that the sealant we use now would be compatible with that on your boat. Actually this is the first time that we have encountered this problem of incompatibility. Let's hope the primer will do the trick.

We were sorry to hear of your electrical problem. I am afraid that the markings of the labels in Chinese caused quite a few headaches for our customers owning boats built in Hongkong. Nowadays we have progressed to using code numbers on all the cables.

We are very pleased to learn that Tertia III continues to give you so much pleasure. Long may she continue to do so.

We bought our GB42-512 Harbinger, almost three years ago. During this time, I

have several times thought about having a spare shaft aboard. A year or so ago, I received your Drawing D18, which is supposed to show the details of the props, shaft and rudder for the John Deere twin engines. I have determined the 1½" o.d. of the shaft, the 1-⅛" Whitworth thread, 7 TPI, castle nut. But nowhere does it indicate any length, at least that I can see. It is difficult to get a good measurement with the shaft installed. Could you please check your records and let me know what length it should be?.

We have been installing electronics on *Harbinger* and doing other things to get ready to do some cruising. I would like to go to the Bahamas and feel an extra shaft aboard would be a good investment, safety wise. I have a machine shop and can make it, if I just know the right measurements.

I hope to visit you some day and see where and how Grand Banks are made.

Would appreciate as prompt a reply as possible. Thank you.

C.M. Ferree
Battle Creek, Michigan, U.S.A.

"By the time you know where we are,
We may very well be somewhere else!"

Dear Mr. Ferree:

Thank you for your letter. According to our records the length of the propeller shaft on your boat was 172".

We hope your planned cruise to the Bahamas proves to be successful and we welcome you to the yard whenever you can make the trip.

We are the proud owners of GB32-22, *Felicity* (State of Happiness) purchased by the original owner in 1966. We purchased her in January of 1981 and are very happy to be a part of the Grand Banks family.

Being one of your first productions she is outfitted a little differently than the later models. I would appreciate it if there is any way you could provide or put me in touch with a supply source for any information on this era of boat. She has a Ford TC 590 E engine that I believe was marinised by Sutton Power in England. We have no manuals or information on the boat at all and would certainly appreciate any help in this area you could give us. We are, of course, willing to pay for any expense involved. If

manuals or publications are no longer available perhaps there is still an owner of this vintage you could put us in touch with.

Felicity is in great shape for her age, now approaching 3,000 hours. I am sure she will handle again that many easily. It is because of her condition and early vintage that would like to do all possible to keep her well and perhaps understand a little more about what makes her tick. From a sailor who spent most of his previous life in sailboats this has become an interesting learning experience. She has been to Mexico and Canada with her previous owner and we are looking forward to the time when we will be able to take her cruising again. She has already provided us with many delightful hours and provisioned us with salmon, striped bass, and sturgeon.

We enjoy very much the articles in your *American Marine News*. We only regret that you cannot publish it more often. Thanks for your help, and keep up the good work.

Wayne & Gin Baber
Concord, Ca., U.S.A.

Dear Mr. Baber:

Thank you for your recent letter. It is always a pleasure to hear from the owner of a vintage GB. I regret that we no longer have any information relating to the Sutton conversions and also have no addresses on hand of other owners who have engines of the same type. I am not even certain that Sutton conversions are still available because I do not see the name of the company listed in the publications that we have on file.

However, we will print your letter in the next issue of the American Marine News in the hope that other GB owners with Sutton marine conversions will respond. I will also write to our friends at Lehman in England to see if they can advise what has become of their former competitor.

I received in yesterdays mail the copies of the manuals you forwarded from Mr. Chris Cooke of J. Mann and Sons Ltd. I wish to thank you sincerely for your effort in securing these for us. They will be of great help in the service and maintenance of our "venerable" Grand Banks. Mr. Cooke was certainly right in his selection of an adjective for the Grand Banks. They are everything the dictionary describes as I had to look it up to make sure of the full meaning.

The attention to service that we have received from you is just another in the long list of reasons owning a Grand Banks presents to us as fortunate owners.

Just as an aside I talked at length with the owners of GB32-12 the Donovans, who live in Bayport New York. I had gotten his name from the Communique section in your American Marine News. As he stated in his letter his "Puffin" has almost 10,000 hours so we are looking forward to many, many more years of enjoyment from our "Felicity"; who is but a babe with only 3,000 hours.

As a minute gesture of thanks I am returning the U.S. postage stamps that arrived uncanceled. Please use them to provide your excellent service to some other Grand Banks owner that may find a need for your help.

Wayne Baber
Concord, CA., U.S.A.

Hopestill, GB 36-305 which we purchased new in 1972 has served us well these past ten years. She has received many constructive modifications along the way, and I am about to undertake another, namely, improved refrigeration.

I plan to install a Grunert Versimatic I System (cold plates, 1 HP Compressor etc.), but first want to improve the vapor seal and the insulation in both, the reefer box and the starboard underseat freezer compartment — both presently with stainless steel liners.

Before I attempt to remove the liners, I thought it advisable to seek your advice and recommendations, and also ask what I may expect to find in original insulation and space. I would like to vapor seal the space, then install at least 3" thick polyurethane sheet and finally replace the stainless steel liners (hopefully in original smooth condition). Perhaps I will have to weld the drain holes shut and replace the door seal.

Is it possible to remove the liner in both cases without bending flanges or sawing out sealed surfaces? What approach do you recommend?

Thank you for any advice you can supply. You have been most helpful in the past in providing parts and good advice.

S.A. Sharp
Capt. USNR Ret.
Anacortes, Washington, U.S.A.

Dear Captain Sharp:

Thank you for your letter. After checking through all the records and drawings, we feel we cannot describe with absolute certainty the construction of the ice boxes in your boat. However, I think we can come close. We suggest you try the following approach:

The stainless steel liner of the box in the galley was first screwed to the teak frame before being insulated. Therefore to remove the icebox, you must also remove the frame. To do this, look for screw holes plugged with teak plugs around the edge of the teak frame. Remove the plugs and then the screws. The screws at the aft end of the icebox are probably on the aft face of the galley and those at the forward end could be on the inboard face of the galley or even inside the locker beneath the sink. There may not be any screws at top and bottom and it probably also will be necessary to remove the section of lee-rail above the icebox.

When you get the icebox out, you will probably find it insulated with polyurethane foam covered with aluminium foil.

With regard to the box under the settee, the stainless liner was screwed to a wooden frame before being insulated. You will probably have to remove the plywood that surrounds the box opening in order to gain access to the frame. Once you have unscrewed the frame you should be able to remove the whole assembly. Thanks again for taking the time to write.

I am the owner of GRAND BANKS 36, No. 557. The propellers shafts are fitted with 3 bearings.

The stern bearing has been replaced by a new one. The shaft has been well aligned and turns smoothly. However, the shaft has developed a slight vibration. The first bearing has play and does not bear any more.

Is it true that on new GRAND BANKS this first bearing is omitted?

Is it harmful for any part to have this slight shaft-vibration?

Is it necessary to have this first bearing replaced?

I thank you in advance for your kind information.

L.J. Paerl
Holland

Dear Mr. Paerl:

Thank you for your letter dated November 11th 1982. We understand that you have a twin screw boat and that you have recently replaced the bearings in the A-frame struts but, even though they are worn, you have not replaced the forward-most bearings which are next to the stuffing boxes. It is not true that on a new Grand Banks these forward bearings are omitted.

A small amount of vibration probably does no harm but it should be remembered that any vibration increases wear on other parts. If the forward bearings are worn we recommend that they be replaced.

I am the proud owner of a GB 36, Hull No. 652, which is a lovely vessel. You are to be complimented on the improvements on this model which makes her much more attractive and liveable than earlier models.

I am having one nagging problem, however, which I hope you will be able to help correct. This relates to the freshwater system and/or pump which makes a banging sound whenever there is cold water running to any extent. Purely hot water running does not seem to cause this problem. The system was very quiet when first used. Then the noise developed. The flapper valve to the hot water tank was replaced which temporarily solved the problem. The next time we replaced the flapper valve, gate valve, and rebuilt the water pump which had in the meantime become noisier in operation. This was expensive, but solved the problem for several days. Now we don't know what to do short of replacing the water pump and installing an accumulator tank. Can you help?

I also have a suggestion regarding the water system. Why not make the tanks higher and put the filler pipes through the deck? This would make filling easier, prevent spillage in the lazarette, and increase tankage at the same time. An ignition key for added security would also be an inexpensive improvement on the boat. I still marvel at the care and quality of construction that goes into a GB. (We previously owned a GB 32) and she is a constant joy. If I can only develop good quality fibreglass teak, not only will I make my fortune, but your boats will be advanced one large step to total perfection.

Thank you in advance for your assistance.

Peter J. Neuberg
Pennsylvania, U.S.A.

Dear Mr. Neuberg:

Thank you for your letter and compliments. We are very happy that you have joined the Grand Banks fleet.

We are sorry to hear that you have found the water pump to be noisy. In fact one of the reasons that we changed from the Raritan Galley Mate pump to the PAR pump was to reduce the noise. When noise has been experienced it has usually been traced to the flapper valve and the situation has been improved by changing to a different type of check-valve. Maybe you have already done this. If so we can only suggest that you add an accumulator tank manufactured by Jabsco.

We used to put the water tank fills on deck but we changed some years ago because the present method allows us to eliminate a deck fitting and simplify the venting system. The water tanks can also be filled without having to use a deck-fill key. Putting the fills on deck would not in fact allow the tanks to be higher because space has to be left between the top of the tank and the underside of the deck to be able to make the connection between the deck-fill fitting and the tank fill pipe.

For a while we also used to fit ignition keys but they proved to be troublesome and most of our customers did not like them so we stopped. Thanks for writing.

I don't know why I missed your article "GB36-201, Where Are You?" We had a very nice letter and picture from Mary Jane and Dave Engstrom, owners of *Consultation III*. They saw *Sreya* in Marquette in August and had a brief visit with Al. They sent us their address.

I immediately sent my letter to Fred and Sheila Ayers — *Sreya II* Hull 201-36GB. We have since received a Christmas card and note from them. They circled Lake Superior ("only a couple of storms, but plenty of fog") in '82.

We hope to take a Big Cruise in '84 after the *Sea Wolf* is all ours!!

Thanks very much for your detective work and keep up the good work.

Rhoda and Captain
Charles E. Wolf
Binghamton, N.Y.
GB 32-216.

I'm glad to report that Betsy and I are still cruising our *SINBAD*, GB42-554 and all goes well. She is now based at Comachee Cove Yacht Harbor, St. Augustine, Florida. Although we have no other GB's based here, we see a number of them stop by for a bit.

I've added a couple of things since I last wrote, the most important being a 'get home' engine, a Faryman 12 HP engine driving a variable displacement pump, with the hydraulic motor belted to the shaft. I tried it out in the Bahamas last spring and got 4.3 kts.

I've also added a 3 KW 110 volt generator to the main engine with a control that automatically cuts the generator in at 1400 and out again at 1800 rpm so that the frequency stays within acceptable limits. Very nice gadget so that I don't have to run the ONAN when we are cruising.

The last item added is a canvas sun shield that extends above the rails port and starboard and reaches from just aft of the rails around the steps to the fly bridge to just above the aft railing. The assembly is hung from the boom and with the way it is rigged it has stood up to some pretty heavy winds from all directions. It gives us some shade to sit under over the lazarette and also keeps the aft cabin cooler, thus reducing the load on the aft aircon. I got the idea from a similar rig on the GB49 '*Charlie Jones*'.

The only problems are still relatively minor, being a hammering in the fresh water system that I have been unable to correct (I now have a PAR diaphragm pump, with a PAR accumulator) and the perennial problem with the wooden doors. You sent me drawings last year on the new glass doors, but from examination it appears that I will have to replace the door frames also to make everything fit. Do you agree, and will the current frames fit? Can you tell me the best way to get the new frames in and the old ones out if I must go that way. Also, how much will the whole rig cost me. Are the hinge and lock inlets cut into the frames and doors.

J.A. Fulmer
Ponte Vedra Beach
Florida, U.S.A.

Dear Mr. Fulmer

Thank you for your letter. We are so pleased to learn that you are continuing to enjoy cruising on SINBAD and also to hear about all the improvements that you are making.

We believe that the original door frames can still be used with the replacement fibreglass doors although some slight trimming might be necessary. The complete doors and necessary hardware are available and can be shipped upon your advice.

Thank you again for writing.

Enclosed is a picture of my 1973 Grand Banks 36 Hull No. 376. I would like to know what number hull this is from your fiberglass mold.

Somebody told me it was the second or third fiberglass hull. I bought my GB36 in May 1982 and just love it. The name of my boat is *SHIRLEY ANN II*. Everybody that sees it or comes aboard it thinks it is brand new. They cannot believe it is a 1973. I would like you to show this beautiful 1973 G.B. in your magazine so people can see what a 10 year old Grand Banks looks like. I plan on making a cruise to the San Juan Islands this summer.

Jim Lape
Camas, Washington
U.S.A.

Dear Mr. Lape,

Thank you very much for sending us a picture of SHIRLEY ANN II.

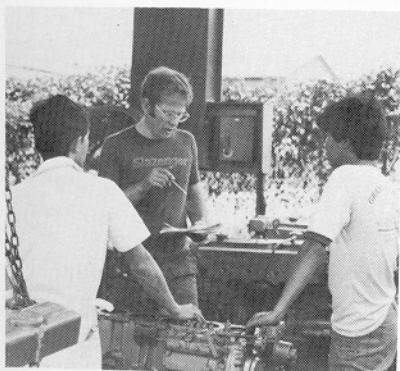
On checking our records, Hull No. 366 was the first 36 built in fiberglass in 1973. You are therefore not very far off.

We are sure our readers will agree that she is still a beaut after all these years. Keep up the good work!



LAZARETTE

Lehman President Visits Singapore

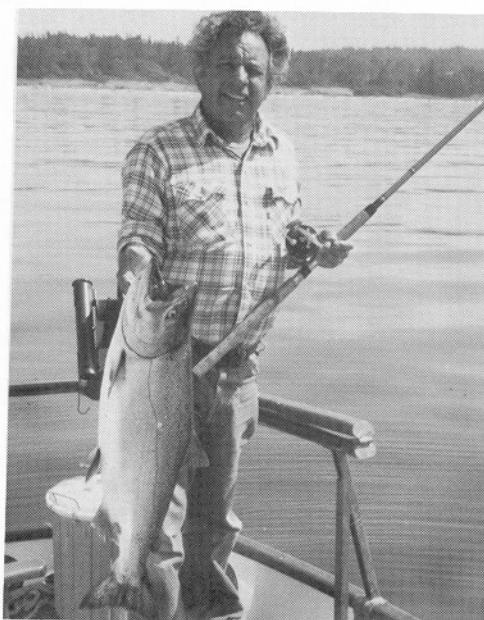


The Ford Lehman diesel has been used in the Grand Banks for many years. In addition to marketing a reliable engine, the company has always had a first class service organization to back their product. Lehman President Allan Howell is shown here with a local service rep and Lam (right) of our Quality Control department during a recent visit to Singapore.

The Lehman organization was started in the early 30's by Roger Lehman in the USA. Marining all types of engines was the principle business until the early 60's when the company decided to concentrate on

diesels. At this time Lehman merged his company with J. Mann and Sons in the U.K. This increased the company's production and distribution capacity and helped it become a major supplier of engines to the growing Far Eastern segment of the boating market.

Roger Lehman retired in 1977, selling his control in the company to J. Mann and Sons. This year Lehman will celebrate its 50th anniversary of supplying quality engines and service to the marine marketplace of the world.



Walter Wilson of Los Gatos, California, U.S.A. displays a 22 pound salmon he caught off the San Juan Islands in the state of Washington. Walter and wife Phyllis purchased Grand Slam, GB42-782, from our Seattle dealer. Grand Slam is their eighth boat and second Grand Banks, having also owned a GB-36. After taking delivery of Grand Slam in May 1982 the Wilsons spent three months cruising the waters of Washington and then cruised down the west coast to their home port of Alameda, California. Future cruising plans call for a trip to the Baja Peninsula in California and Mexico.

Custom Corner

The microwave oven has changed the role of the first mate aboard Grand Banks these days. Pictured here is an installation done on a GB 42 Classic, hull number 814, owned by Swede and Mary Hoff.

The cooking speed of the microwave makes it a practical substitute for the standard Optimus Princess oven. Frying is still possible with the OP electric cook top. The microwave is also marketed by OP and has a "cook and turn" feature which rotates the food automatically, eliminating the need to turn the food every few minutes.

Share the custom features on your Grand Banks with other owners. Send a glossy photograph and a description of the custom idea to our U.S.A. address on the inside front cover of this issue.



New England Rendezvous

This was the beautiful scene as the sun set over Mystic Seaport at the sixth annual New England Yacht Sales Grand Banks Rendezvous. 23 Grand Banks took part in the weekend festivities which included a private showing of the Mystic Aquarium followed by a buffet dinner. Cocktails were served to the tunes of a 13 piece jazz band. For information on the upcoming '83 Rendezvous, contact New England Yacht Sales, P.O. Box 126, Essex, Connecticut 06426. Phone (203) 767-0919.

